

Preliminary Amendment dated May 25, 2006
Application claiming priority from PCT/CH2004/000669
Attorney Docket No.: UP-350

Amendments to the Specification:

Please add the following new paragraph immediately following the title on page 1:

This application claims priority of PCT application PCT/CH2004/000669 having a priority date of November 28, 2003, the disclosure of which is hereby incorporated herein by reference.

Please replace the heading at page 1, line 4, with the following rewritten heading:

Technical field Field of the Invention

Please replace the paragraph beginning at page 1, line 6, with the following rewritten paragraph:

The invention relates to a thread control device for a textile machine, in particular for a shedding device, ~~according to the preamble of claim 1.~~

Please replace the heading at page 1, line 10, with the following rewritten heading:

~~Prior art~~ Background of the Invention

Please replace the heading at page 3, line 28, with the following rewritten heading:

Presentation of the Invention Summary of the Invention

Please replace the paragraph beginning at page 3, line 30, with the following rewritten paragraph:

The ~~object of the invention~~ comprises, in one embodiment thereof, an apparatus is to improve a thread control device ~~of the type that has been mentioned initially.~~

Please replace the paragraph beginning at page 3, line 34, with the following rewritten paragraph:

~~The set object is achieved by means of the characterizing features of claim 1.~~ Since the valve has a first valve seat connected to a cylinder chamber, and has a second valve seat, between which a valve member provided with at least one throttle point and prestressed against the first valve seat

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by means of a spring is moveable, the throttle point being inactive and the valve member shutting off communication with the compressed gas source when the valve member is against the second valve seat, the valve can operate in various operating states without external activation. Furthermore, reliable oil separation is ensured, without additional measures, by the independently operating valve, without a lowering of the rotational speed, a reduction of the maximum compression pressure in the cylinder chamber under part load and a lowering of the compression pressure to the feed pressure at creep speed.

Please replace the paragraph beginning at page 4, line 15, with the following rewritten paragraph:

Advantageous refinements of the invention are also described herein ~~in claims 2 to 19~~.

Please replace the paragraph beginning at page 4, line 18, with the following rewritten paragraph:

In principle, the most diverse embodiments to the valve designed with two valve seats may be envisaged. A refinement ~~as claimed in claims 2 and 3 is advantageous~~, according to which the housing has two parts, one part having at one end the first valve seat and the other part being designed as a closing-off part of the housing with a second valve seat and with a passage duct is advantageous. The valve therefore has as simple a construction as possible, which allows cost-effective production and simple assembly of the valve.

Please replace the paragraph beginning at page 4, line 29, with the following rewritten paragraph:

The valve housing may, in principle, have various forms, a cylindrical design of the housing ~~according to claim 4~~ being advantageous. This design allows a good guidance of the piston-like valve member in the housing. Moreover, the piston-like valve member may be provided with a sealing ring in order to seal off the cylinder chamber outwardly. ~~In the version according to claim 4, it is~~ It is advantageous to design the throttle points as throttle orifices formed on the valve member. ~~According to claim 5, it is~~ It is also conceivable to design the valve member without a sealing ring, in which case a gap between the valve member and the housing wall may

serve as a throttle point.

Please replace the paragraph beginning at page 5, line 5, with the following rewritten paragraph:

The valve may be arranged in a connecting line between the cylinder chamber and the feed pressure chamber. However, a direct arrangement in the cylinder of the cylinder/piston assembly ~~according to claim 6~~ is advantageous. Furthermore, ~~according to claim 7~~, it is advantageous to arrange the valve at a lowermost point of the cylinder. The valve can thus communicate directly with the cylinder chamber, and lubricating oil which has accumulated in the cylinder chamber can thus be led along a short path through the valve into the feed pressure chamber.

Correspondingly, the closing-off part of the valve is connected directly to the feed pressure chamber ~~according to claim 8~~, in order, again, to minimize the flow resistance and the flow path of the out-flowing oil.

Please replace the paragraph beginning at page 5, line 21, with the following rewritten paragraph:

The feed pressure chamber may, in principle, be of any desired design. A design ~~as claimed in claims 9 to 12~~ is advantageous, according to which the feed pressure chamber may be designed with an oil separation outlet arranged at its bottom and according to which a connection for compressed air may be arranged, at a distance from the bottom of the feed pressure chamber, on a lateral wall is advantageous. This arrangement of a compressed air connection and oil separation outlet prevents oil which has accumulated in the feed pressure chamber from blocking the compressed air connection or from flowing in in a connecting line of the compressed air connection. In principle, any return device may have a separate feed pressure chamber. It is advantageous, however, ~~according to claim 12~~, to connect a plurality of return devices to one feed pressure chamber. A simple construction with only one connection for compressed air and with only one oil separation outlet for a plurality of return devices is thereby possible.

Please replace the paragraph beginning at page 6, line 4, with the following rewritten paragraph:

In principle, the most diverse designs of the pneumatic return device according to the invention

may be envisaged. ~~In claims 13 to 16, a~~ In a particularly simple design of the valve is described, ~~in which, in conjunction with claims 5 and 6,~~ the valve may be arranged at a lower point of the cylinder chamber of the cylinder/piston assembly. ~~According to claim 13, a~~ A lower portion of the cylinder may serve as a housing for the valve. The valve space may advantageously be delimited by the cylinder inner face, by a closing-off part closing off the cylinder chamber and by a valve member and be connected directly to a compressed gas source via a connection arranged on the cylinder wall. A first valve seat for the valve member may be formed, ~~according to claim 14,~~ on an annular stop. ~~According to claim 15, a~~ A second valve seat may be formed on a sleeve part of the closing-off part. When the valve member moves against the second valve seat, the communication of the cylinder chamber with the compressed gas source is shut off and the throttle points on the valve member become inactive. Moreover, it is particularly advantageous, ~~according to claim 16,~~ to arrange an oil separation outlet directly on the closing-off part.

Please replace the paragraph beginning at page 6, line 28, with the following rewritten paragraph:

The valve is activated as soon as the pressure in the feed pressure chamber overshoots the switching pressure. The latter depends both on the pressure in the feed pressure chamber and on the prestressing force of the spring. A refinement ~~as claimed in claims 17 and 18~~ is advantageous, according to which the prestressing force can be set from outside, for example, via a screw.

Please replace the paragraph beginning at page 6, line 37, with the following rewritten paragraph:

The maximum compression pressure of the valve can be set, ~~according to claim 19,~~ by means of the flow cross section of the throttle point. If a higher compression pressure is required, the flow cross section of the throttle point is reduced. Owing to the smaller throttle area, communication between the cylinder chamber and the compressed gas source is interrupted earlier, thus achieving a higher maximum compression pressure.

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Please replace the paragraph beginning at page 7, line 9, with the following rewritten paragraph:

By means of some of the embodiments described herein ~~the versions according to claims 17 to 19~~, the switching pressure and the maximum compression pressure in the cylinder chamber can be set in a simple way.

Please replace the heading at page 8, line 9, with the following rewritten heading:

~~Ways of Implementing the Invention~~ Detailed Description of the Invention